

167

A

DISCOURSE OF THE FISHERY.

Briefly laying open, not only the *ADVANTAGES*,
and *FACILITY* of the *Undertaking*, but like-
wise the *Absolute NECESSITY* of it; in Order
to the *WELL-BEING*, both of *KING*, and
PEOPLE.

ASSERTED, and VINDICATED from all Materiall
OBJECTIONS.

By R. L'ESTRANGE.

L O N D O N,

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A DISCOURSE UPON THE FISHERY.

BEing to treat of the *Fishery*, and more particularly of the *Herring-Fishing* though I reckon upon the *Cod* and *Ling-Fishing* also in the Gross, I have diligently perused, extracted, and digested whatever I could meet with upon that Subject, and I finde that my Discourse will fall under these 3. Propositions.

- I. *That it is of Great, and Certain Advantage.*
 - II. *That it lies fairer for the Subjects of his Majesty of Great Brittain, then for the Hollanders.*
 - III. *That if it be Encouraged, and Established, it will prove the Foundation of an ample, and lasting Revenue to the Crown, and of Wealth, and Prosperity to the Nation.*
- Nay, if it should turn to Loss, in stead of Profit, it would still abundantly answer the Expence, in the Consequences; being an undertaking, not only of Common Benefit, but (as the Case stands) of Absolute Necessity, to the Safety, and well-being both of King and People;*

§. I. *The Fishery is of Great, and Certain Advantage.*

Touching the *Advantages* of the *Fishery*; I presume there will be no dispute, since it is granted on all hands, that the *Dutch* are beholding to it for the *Rise*, and *Support* of their *Greatness*; for their *Reputation* abroad, and for their *Strength* at *Home*: Insomuch that the *Herring*, *Cod*, and *Ling* taken in his Majesties Seas, by the *Dutch*, and other *Strangers*, are valued *Communibus annis*, at no lesse then *Ten Millions of Pounds sterling*; which Computation has been often Published, and constantly received for current, without contradiction.

§. 2. *The Fishery lies fairer for the Subjects of his Majesty of Great Britain, than for the Hollanders.*

As the *Fishery* is very *Considerable*, so it lyes much fairer for Us, then for *Them*, in regard that we have many advantages toward it, which the *Dutch* want, and that we hardly want any thing which *they* have; save only *Industry*, which may be easily Promoted by good Order, and Discipline.

First, We have the Fish upon our Coasts, (I might have said upon our Shoars) where in case of *Storm*, *Unlading*, taking in *Provisions*, or the like; it is seldom above 4 or 5 hours work (and most commonly not so much) to Recover a *Harbour*, and without any losse of time, to refitt, and put to Sea again; whereas the *Dutch* have usually some 200 Leagues to sayle before they come to their Fishing; and there they lie at the mercy of the winds, for want of a Port to friend: and in Case of unlading, they have as far back again; which takes up a great deal of time, hinders their business, and endangers the los of their Markets. It is true, that they have their *Tagers* many times, to take off their Fish at Sea, and returnish them with Cask, and other necessaries; but if it happens to be a Rowling sea, they must ly still, and wait for a Calm; whereas with us that are in Harbour, the work of unlading, Repacking, and sending our Fish away to the first Market, goes on in all weathers. So that in respect of the nearnesse of the Fishing, we have much the Better of them: And no lesse, in the Commodiquenesse of our Ports and Creeks to Receive the *Busses* upon all Occasions.

As to the Charge of a *Fishing Vessell*, with her *Furniture*, *Tackle*, *Salt*, *Cask*, and *Victualls*; there is hardly any thing that belongs to it, except *Pitch* and *Tarr*, which We have not of our own Growth, whereas the *Dutch* have little of their own towards it, but *Cheese* and *Butter*, which is cheaper with Us too then with *Them*.

Now if the *Fishery* be so *Profitable*, and lie so open to Us, that we may master it with lesse *Expence*, *Difficulty*, or *Hazzard* then the *Dutch*, It is our own fault if We do not improve it to the Greatest Temporal Blessing (perchance) that Providence ever bestowed upon any People.

Some indeed will have it that We want Men; Others, that our men will never take to it.

To the First, I answer (under favour) that we have *Men* enough, but they are idle, and live upon the Publick (to the shame of the Government) without any Return of Labour and Indutry for their Bread; let but these People be set at work upon the *Fishery*, and We shall have hands to spare.

The Second Exception is a Contemplation at large, viz. *That the Genius of this Nation will never endure the hardships of that Employment.*

To which I Reply, That the *English* do daily run greater hazards, and suffer greater *hardships* in other Voyages, then they do in This; And that they are, in very many Cases, inured to harder Labour: For certainly the working of a *Mine* is incomparably beyond that of a *Busse*. But to come to the very Point it self, so farre are the *English* from an *Aversion* to the *Fishery*, that they do apply themselves to it; as *Tarmouth*, and *Scarborough*, and indeed the whole Coast will bear me Witness; For so soon as ever harvest is over (where the *Herring-season* comes on) the Boys, and Country Fellows presently flock to the Coast, to be hired into the *Fishing*, and upon tryal, find it so much to their liking, that after the second Voyage there is not one of Twenty of them but takes up at Sea for good and all, without ever returning to his former Condition.

To make it yet Clearer, it will not be amiss to take this Generall Objection to peices, and distinctly to Examine the severall difficultyes that occur under the notion of *hardships*. For to say that the *English* will never do anything but where they may ly warm, and dry; fill their Bellies, and take their Ease; and that the *Hollanders* will endure *Hardships* better then the *English*, will never Carry the Question: but I would fain know what sort of *hardship* it is (conducing to this affair) wherein the *Dutch* go beyond Us.

Are they *Hardyer* to encounter the *Dangers of the Seas*?

In this poynt, we may appeal to every days Experience, and leave the whole world to judge betwixt us.

Is it the *Hardship* of Lying exposed to *Cold Blasts*, and *Storms*?

Herein lyes a Mistake, which I must confesse has gain'd some Credit, and it is worth the while to set it Right. Be it known then, that the *Herring-fishing* in his Majesties Seas, begins in *June*, and goes out in *November*: and that for the first 4. *Moneths*, (which is the best time both for Profit and Fair Weather) we never so much as look after it, but fall in upon the *Winter-Fishing*, from *September*, to the end of *November*, which is the most Temptuous season of the whole year. And then in *January*, we fit out for the *North-Seas*, and spend the remainder of the Winter in all extremities of cold and hardship. This is enough to satisfie any man, that *Our* skins are as good proof against winde and weather as *Theirs*.

But I will put it yet further, by supposing that the *Winter-Fishing* would be too hard for us; What excuse have we now for not making our best of the *Summer-Fishing*, which is far the more gainful of the two?

And truly the *Hardship of Course-Feeding*, does not amount to much neither, though I know great streffe is layd upon it, how pittifully their People Fare; and that an *English Body* will never be able to live upon a *Dutch Diet*.

If so it were, that an *English Diet* could not be had, and that a *Dutch one* would not serve the turn; it were something; but that is not Our Case; for here, he that cannot feed upon the One, may have the Other: and I am perswaded,

swaded, that the work will go on with *Pease* and *Bacon*, every jot as well as with *Roots* and *Cabbage*; Not but that the *English* can bring their stomachs down too upon any Honourable Occasion, to the *Grossest* Food Imaginable; as has been often seen among the *Beleged*, in our late Troubles: but they are too generous, to mortifie their *Carcases*, purely to save their *Purses*; which in this particular, is the only ground of Exception; *It will augment the Charge* that is to say, whereas a *Holland-Buss*, after their way of *Vittualling*, clears about a 1000*l.* a year, an *English Buss* will not clear above 990*l.* according to *Ours*: which 10*l.* difference I do only admit for quiet sake, and to shorten the dispute; as being the most that any man can pretend to; and more too, in plain terms, then the matter will bear. For the *Dutch-Vittualling* is the same with ours, so far as to *Beer*, *Biscuys*, *Butter* and *Cheese*; all which *We* can lay in much cheaper then *They*: so that 'tis but adding the Charge of *Pease* and *Bacon*, which (to take it at the worst) comes but to some 15 or 16*l.* more, and then discounting for the other *vittualls* which it saves; for the difference of *Prizes*; and for the *Brandy*, which their People drink more then ours, and there's the Accompt.

Besides that the very supposal of passing from a good Diet to a bad, is a great Errour, for the Countrey-men that put themselves into the Fishing, fare incomparably better at Sea, then ever they did at Land; for beside the Ordinary Provision which they carry to Sea, they feed upon the Fish they Catch; which for variety and Delicacy, (being fresh taken) is a Treat, beyond what is to be had at any Noblemans Table ashoar: and improves them at such a Rate, that of Pittifull weaklings at Land, they come in a voyage or two to be hearty, stout, and healthfull persons.

There is another Objection rayfed from the stricnesse of the *States Government*; (where People must either work, or starve) which says, that the *hardships* of the Fishery are so great, that if it were not barely to keep life and soul together, no body would meddle with it, and that their Fishery is merely Supply'd out of such a sort of People.

My Answer is, First, that the *Foundation* is a mistake, for it is already made plain, that there are no such terrible *hardships*. Secondly, for Argument sake, I will take all for Granted, as well the *hardships* themselves, as the necessities that make people undergo them; let it but be agreed, that by the force of those necessities, the thing is done at last. For then, by a stronger reason it may be done by *Us*, who have Ten men for their One, that have nothing to live upon but their Labour: Persons that are ready to starve for want of work, when the Nation is almost undone for want of People.

There are yet two *Lions* more in the way; 1st. Our *Herrings* are in no esteem abroad, because we have not the right way of Curing them. 2ly, we shall never make anything on't, for the Dutch will under-sell us, by freighting cheaper; and consequently beat us out of the Trade, for want of *Vent*. To which in Order.

1st. There

1st There are two ways of *Curing Herring*; The One, at *Sea*; where they are Gipp'd, Immediately upon the taking, and so Barrell'd up: The Other, at *Land*, where they are Gipp'd, and Pack'd, some dayes after they are Taken. These we call *shore-made Herrings* and we know before hand, that one Barrell of the Other, (for Goodness) is worth a hundred of These; and that they will never take their Pickle kindly, unless their Throtes be cutt as soon as they are Caught. So that it is a great Errour, to take a *shore-made Herring* for a tryal of our Skill of Curing. But for those we make at *Sea*, they are as good, and as well esteemed abroad, as any *Dutch Herrings* whatsoever: and this very year, above 200 Barrells were sold into the *East-Countrey* out of one small vessell of ours at near 4^l. a Barrell. I wish we were not more to blame for not taking them, then for not Curing them. But what if Really we could not Cure them? Is it Impossible to Learn?

2^{ly} The other suggestion, that the Dutch will beat us out of our Trade, is either of no force at all against the *Fishery*, or it is much more forcible against the *Merchant*, and the *Collier*; for this Trade lies under our Noses, and more in our Power then any other: And to discourage our Fishing upon this Consideration, is all one, as to bid us quit all Navigation whatsoever, and leave our selves at the *Hollanders Mercy*; or in Effect, for a Prey to all Comers. And then to fear the want of *Vent*, is to Imagine that people will leave Eating: for a great part of the Trading World lyes yet unserv'd: neither can any man shew me that ever our Herring lay upon our Hands, for want of a Market.

Enough is sayd 1st, to shew the *Advantages* of the *Fishery*. And 2^{ly} that we may easily Master it, if we please. It remains now that we take possession of it, and apply the Profit to our selves.

§.3. If the *Fishery* be Encouraged, and Established, it will prove the Foundation of an ample, and lasting Revenue to the Crown, and of Wealth and Prosperity to the Nation.

Nay, if it should turn to Loss, instead of Profit, it would still abundantly answer the Expence, in the Consequences; being an undertaking, not only of Common Benefit, but (as the Case stands) of Absolute Necessity, to the Safety, and well-being both of King and People;

It is but reason, that *Publique works* should receive *Publike Encouragement*; and that where both Prince and People are to partake of the Benefit; they should likewise joyne in the furtherance of the thing. Of such a Quality is this work. No sickly Project upon a Ramble we know not whither, to hunt for

for we know not what; but a sober and simple Plot upon a *Treasure* that lyes at our very Feet: a *Treasure*, of more Value to Us then both the *Indies*; and yet we will not so much as stoop to take it up.

The Encouragement here intended, is the raising of a Sum of money for a *Fond*, as a necessary Preparatory toward the perfecting of the work: which may be done either by *Lone*, *Contribution*, or *Tax*.

Hitchcock computes upon 80000. *l.* to be furnished by 40. persons out of every County, at 50. *l.* a man, reckoning *South-Wales* for one County, & *North-Wales* for another, (which is no great matter.) And many other contrivances there are; but this poynt may be cut short: for, upon good security there will be no difficulty of Procuring Mony.

Contribution would be an easy way; & certainly do a great deal in the business; if the People might but be secured from the fate of their *Last Benevolence* in this kinde, which never came to any thing, and there is a good part of it remaining in the Collectors hands to this very day, unaccounted for. Many wayes might be found out for their satisfaction, but none perhaps more agreeable then *Depositing of the Stock in the Chamber of London*.

A *Generall Tax* would do the Deed at a blow; Nay a *Perticular Imposition*, to Introduce it by degrees; (as in case of the *Algier Duty* for the *Redemption of slaves*; the *Cole-Tax*, for the *Rebuilding of Churches*) would sufficiently answer my purpose.

Monyes being raysed and deposited toward a *Stock*, we come now to consider where, and how to Employ them.

The first thing to be done may be the Resolving upon so many staples; and then to fall to work upon *Creeks*, *Wharfs*, *Docks*, *Store-houses*, *Tan-houses*, *Work-houses*, *Granaries*, *Brew-houses*, and other Conveniences for the service: And at the same time, the Poor may be set to work upon *Spinning*, making of *Nets*, and *Ropes*, and the Like; that the *Fishing-Few*, and the other *Provisions*, may go on hand in hand together.

By this Method, the designe may be very fairly advanced with a matter of *Forty or Fifty Thousand pounds*, leaving the Charge of the *Vessells* to come after, when there shall be Accommodations fit to Entertain and receive them, The reasons of my proposing it thus by halves, are these; 1st. There is no need of buying *Vessells* till we know how to dispose of the n; (though an eye may be had in the *Interim*, to the saving, and setting apart for this use, of such Ships as may possibly fall in by the By,) 2^{ly}. The *Expence* will be lighter, and so more easily Compasled. And *Lastly*, (which is the main point of all) It will be a great Encouragement to a Further supply toward the Charge of the *Vessells themselves* (which is next to be Considered) when the people shall see that we are in Earnest, and half through the work already.

The Charge of a *Herring-Busse*, of 80. *Tun*, new from the *Stocks*, and furnished at all points for the *Fishery*; together with *Nictalls*, & *Wages* for

for *one whole Year*; may be rated at 900*l.* which being divided into 2 parts, I make account that the *Vessell* her self with her *Cock-Boat, Master, Sayle, Yards, Cables, Anchors,* and other Trim to fit her for the Sea, will make about one *Mosery*: So that 200 *New Busses, rigg'd and fitted* as aforesaid, will come to about 90000*l.* (or at second hand perhaps, 30000*l.* Cheaper;) which Expense, with ordinary Success, will be Cleared the first year; and money toward a *stock* over and above. It were better if there were more, but rather then fail, I would content my self for a Beginning, even with a fourth part of these: But be they more, or fewer, I would have all the *Vessells* advanced upon the *Kings* Account; and have the Remaining Charge of *Netts, Rope, Line, Cask, Salt, Victuals* (and in short, of all *Fishing-Tew, and Provisions*) to be born upon *Adventure*, according to common Practice in those cases, for the Ease of his Majesty and the Encouragement of the People. This will be better understood by a word or two concerning the Methodes in the menage of the Fishery.

The *Profit* of a *Herring-Busse* is divided into so many *shares*, whereof there go about 2 *Thirds* to the *Adventurers*, and the rest to the *Vessell*. The *Netts*, and *Fishing-Geare*; the *Master*, and his *Mate*, with the *Saylers, Fishermen*, and the *vessell* it selfe, are in upon the *Adventure* of *No Purchase, no Pay*. The *Ships Provisions* of *victuall, Salt, and Cask*, are furnished upon *Adventure* too, with the advantage it may be, of 12 *per Cent* for their *Comodities* in *peace*, and twice as much in times of *war*, above the price of the *Market*, but with this difference, that this *last adventure* is to be paid off upon the *Return*, before the *dividend*: without pretending to any other Interest in the profit of the voyage. So that his Majesty shall not need to be one penny more out of Purse, then for the *Vessell*; as aforesayd: save only the *Shipp's part* toward the *wages* of 6 or 7 *Land-men*; which is so inconsiderable, that after two *Voyages*, they themselves will deal no longer for *wages*, but serve upon *Adventure*.

This is the very Track of the Affayr, and by this method is Retrenched almost the *one half* of the Present Charge of the *Fisbery*; the work made easy, and Profitable, in common, both to King, and People.

The Proportion of *Saylers, and Fishers*, for 200 *Busses* will be 1800, or 2000 *men*, which will be supply'd from our Coasts without any difficulty: and these 200 *Busses* will train up yearly, at least 1200 *Landmen* for *Sea* *service*.

And then for *Money*, certainly it will never be wanting; when so small a matter may advance so great a work.

What were it for the *Clergy* to make his Majesty, a Present of 50. *Busses* in kinde; and delivered without any further Trouble, into his own Ports? which undoubtedly they would never stick at.

A Matter of 50 or 100. of those *Noble Persons, upon Whom his Majesty hath shew'd down his Graces, and Bountyes*; what were it for them to furnish as

many more (which in pure Honour, and Gratitude, they would never Refuse ?

The City of London would undoubtedly come in for their *Quota* too; not only in *Acknowledgement* of the *Honours*, and *Priviledges* they have received from the *Crown*, but in pursuance of their wonted *munificence* in favour of all *Publique undertakings*.

So that there remains but 50 *Busses* more to be furnished from the *whole Nation beside*, to make up the *Number*; which comes to little more, then a *Kessell* a *County*, one *County* with another.

This way would carry the businessse through, and leave no *Objection* behinde, of any Possibility of *ill-husbanding*, or *misapplying* the *Monyes*; when the *Respective Contributors* themselves shall have the manage, and ordering of their own *Proportions*.

This may suffice for an *Encouragement* to the *Fishery*; and there wants little now toward the *Establishment* of it, but the settling, and setting apart, by *Act of Parliament*, of a certain *Revenue* for the *Repairing* of *Creeks*, *Wharfs*, *Houses*, and *Vessells*, belonging thereunto; to be vested in the *King*, and his *Heirs* for ever; to the ends and purposes aforesaid.

In pursuance of my Assertion, I am now to make good, that the *Fishery*, being duly *Encouraged*, and *Established*, will prove the *Foundation* of an *Ample*, and *Lasting Revenue* to the *Crown*, and of *Wealth*, and *Prosperity* to the *Nation*.

Upon the *Kings* providing *Busses*, and the settling of a matter of 20000 *L.* a year for *Reparations*, and *Supplies*, in manner as is heretofore expressed; there will accrue to his *Majesty* a *Third part* of the *Profits* of the *Fishery*, in the Right of the *Vessells*; which, upon a very Reasonable and hopefull Improvement, will amount to a *Million and a half*, yearly; and remain to the *Crown* for ever. This is it which I call the *Foundation* of an *Ample*, and *Lasting Revenue*; and which I look upon as a *Treasury*, that will much more then Answer all His *Majesties* *Navall Expenses* whatsoever. To say nothing of what will be advanced in his *Customs*, by *Commodities* Imported for our *Fish*, in *Return*.

And I may very well reckon upon it also, as a *Foundation* of *Wealth*, and *Prosperity* to the *Nation*; for I cannot Cast my Eye upon any sort or Condition of *People*, that is not the better for it, and the *Community* most of all.

1st. It will bring all other *Commodities* in upon the *Truck*; which we now pay ready money for; to an *Inestimable value*.

2^{ly}. It will ease this Kingdom at least 300000 *L.* a year, in the very Tax to the *Poor*, by Employing all sorts of *People*, and turning the Great Burthen of this Land, into an equall Benefit: which will be in some measure a re-peopling of us too, by adding so many lost hands to the service of the *Publique*.

3^{ly}. A full *Fishery*, in this one year; would have saved the City of
London,

London, and the Dependencie upon the River of Thames, near half a Million perchance, in the price of Cole; for there would never have wanted seamen, to carry on the War, and the Colliery together.

It would be endlesse to run through all the *Particulars*; How *it begets Commerce*; *Fills His Majesties Coffers*; *Peoples his Dominions*; and consequently raises the price of *Land*; *Enriches the Merchant*, both by *Exportation*, and *Importation*; and the *Trades-man*, by setting all hands to work: for it is remarkable, that 10000 *l.* adventure in the *Fishery*, *Employs more people*, then 50000 *l.* in any other Trade what soever, *Clothing Excepted*. It *Excites Industry*, and *Clears us of Loyerers, and Beggars*. In somuch, that *Ordinary Servants make themselves fortunes*, by working of *Netts*, at spare hours, and *adventuring them in the Fishery*.

Let it not be Imagin'd that I speak all this without book, for I have my Calculation of the profit of it, and other advantages from Sir *Walter Rawleigh*, *St. John Burrowes*, and many other learned, and Experienced Authors, who computed the yearly value, at above ten millions, when the *Dutch* had not half the number of *Busses* which now they have.

But be the profit more or lesse, rather then differ upon that point, we'l cast all our Millions into the Sea again, and yet set up the *Fishery*, though we should trade to *Losse*: for it seems to me, of so absolute a Necessity to this Nation, that (humanely speaking) we cannot well, or long subsist without it.

If we let our *Navigation* fall, we are *Lost*; and how to support, and supply it, without the *Fishery*, I do not Comprehend; The *Man of War*, and *Merchant-man*, consume *Seamen*, and breed none. The *Collier* brings up, now and then an *Apprentice*, but still spends more then he makes. The only (and the Common) *Nursery* of *Seamen* is the *Fishery*, where every *Busse* brings up (it may be) 6. 8. or 10. new men every Year; so that our *Fishery* is just as Necessary to our *Navigation*, as our *Navigation* is to our safety, and well-being. And it is well enough observed, that *All Princes and States*, are stronger or weaker, at Sea, according to the Measures of their *Fishery*.

Nor is it only for the Number of *Seamen* that we are indebted to the *Fishery*, but for the value of them also, for there never were braver Officers in the world, then those that have been Trayn'd up in That School, as any man that desires to be better informed, may easily satisfy himself.

Nay, if they were only to be Employ'd as *Pilots*, their services would more then Countervail the Charge: for their busynesse lyes where our Danger lyes: They know all the *Rocks and shelves*; and there's no *Coasting* without them. How many brave shippes have we stranded, for want of a pittyfull *Fisherman* aboard, to forewarn us of the Danger? yes, and I have heard it. Confidently sayd, that even since this last War with the *Dutch*, a great part of His Majesties Fleet Royall had like to have perished upon the same score. Neither can we pretend so much as to *Pilot* a great shipp out of the River, without a *Fisherman*.

As we can do nothing at Sea without the *Fishery*, so I am afraid we shall make as ill shift at *Land*, For we have a bold *Coast*, and for want of people upon it, to defend it, we ly open to a thousand Mischiefs. The *Fishery* will relieve us in *This* too; by planting a *Trade* there, which will draw on *Gomme*, and Consequently repeople and strengthen us. If it be asked me, how we have done for *Seamen* all this while? I answer, that we have done for *Seamen*, as some people do for *mony*; that have but a Thousand Pound in the world, and play away five Hundred of it in a Night: we spend upon the Main stock, and it will never hold out. It has been our *Fishery* (even poor as it is) that has supported us all this while, and when *That* dyes, a man may foretell without the help of an Oracle, that the Glory of *England* will not long out-live it.

When I speak of the *Fishery*, I desire to be understood of the *Fishery* in *General*, and of *Cod*, and *Ling*, as well as *Herring*; which is Esteemed to be well nigh as Gainful too as the other. There is not any subject perhaps that has been more Labour'd, and to lesse purpose then this, and the Reason possibly may be, that we have only taken a prospect of the *Pecuniary* advantages of it, which we may live without, and given no heed at all to that *Consideration of State*, which makes it of *Absolute Necessity* to our *Preservation*.

To Contract all in a word; If any man shall say, that I have over-rated the *Fishery*, and the Influence it would have upon the prosperity of this Kingdom, let them reply upon Sir *Walter Rawleigh*, Sir *John Burrowes*, and other persons of Note, who have study'd the poynt and made a particular deduction of the Value of it.

Or If I have not sufficiently proved, that it lyes sayrer for *Us*, then for the *Dutch*; or not fully answered all *Materiall* Objections to the Contrary, I shall be Glad to be better Instructed.

Or (the Profit apart) If we can ever be either *Happy*, or *safe*, without *Navigation*: Or *Maintrain* that *Navigation* without a *Fishery*; and manage it without *Pilots*. If this may be done, I say, *All's well*: But if not; I may then conclude that the *Fishery* is of an *Absolute*, and *Undispensable Necessity*, to the well-being, both of *King*, and *People*.